

REMARKS

The claims have been amended to better define the claimed invention and better distinguish the claimed invention from the prior art.

With regard to the 112 rejection, it is submitted that the specification makes it clear that "N wt.%" is the alcohol component which the specification defines as being "2 and 85 wt.%". See, for example page 2 of the specification. Accordingly, reconsideration of the 112 rejection is respectfully requested.

Turning to the art rejection, it is submitted neither the Callis patent cited by the Examiner nor the art made of record by Applicant teaches or suggests the addition of water to an alcohol-containing synthetic liquid fuel in the quantities specified by Applicant's independent claims 1, 2 and 7 would inhibit or reduce corrosion in an aluminum or aluminum alloy parts of an internal combustion engine. Callis is concerned with fuel stability and its tolerance relative to water content. Callis makes no mention of corrosion problems generally, and specifically makes no mention of corrosion problems when using an alcohol containing synthetic liquid fuel with internal combustion engines having parts formed of aluminum or aluminum alloy, such as, for example, aluminum or aluminum alloy fuel delivery pipes which may be heated, for example, to 80 to 120°C or more under the hood. This distinction is significant, and solves several problems being addressed by, for example, motor vehicle manufacturers, who are under pressure to reduce the weight of a vehicle in order to improve fuel efficiency, and also reduce dependency on fossil fuels. The ability to substitute aluminum and aluminum alloy for parts traditionally made of steel permits weight reduction. And, the ability to employ alcohol as a major component of a synthetic fuel reduces the reliance on conventional hydrocarbon fuels. However, the use of aluminum or aluminum alloy parts on the

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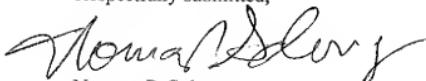
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one hand and alcohol-containing synthetic fuels on the other hand are incompatible with one another due to problems of corrosion when alcohol comes in contact with engine parts formed of aluminum and aluminum alloy. Callis does not teach or suggest a synthetic fuel and mixture of an alcohol, a hydrocarbon and an aluminum corrosion inhibitor containing water as required by Applicant's claims, as amended. Accordingly, it is submitted that Applicant's independent claims 1, 2 and 7 and the several claims dependent on claims 1, 2 and 7, as the case may be, cannot be said to be anticipated by, or for that matter obvious from Callis.

Having dealt with all the objections raised by the Examiner, the Application is believed to be in order for allowance. Early and favorable action are respectfully requested.

In the event there are any fee deficiencies or additional fees are payable, please charge them (or credit any overpayment) to our Deposit Account Number 08-1391.

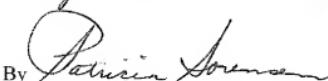
Respectfully submitted,



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CERTIFICATE OF ELECTRONIC FILING

I hereby certify that this paper is being deposited with the United States Patent Office via the electronic filing procedure on January 6, 2009 at Tucson, Arizona.

By 

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